

CENTRAL INTELLIGENCE AGENCY

CLASSIFICATION      SECRET/CONTROL - U.S. OFFICIALS ONLY  
SECURITY INFORMATION

# INFORMATION REPORT

## REFERENCE

## REPORT

CD NO.

COUNTRY Bulgaria

DO NOT CIRCULATE

DATE DISTR. 4 December 1953

SUBJECT 1. Restrictions on Ship Movements  
along the Bulgarian Coast  
2. The Port of Burgas

NO. OF PAGES 5

DATE OF INFO.

NO. OF ENCLS.  
(LISTED BELOW)

PLACE  
ACQUIRED

SUPPLEMENT TO  
REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

## Restrictions on the Movement of Ships along the Bulgarian Coast

50X1-HUM

1. Soviet and Satellite ships do not sail along the Bulgarian and Rumanian coast at night.

2.

3. No shore passes were issued at Burgas.

## The Port of Burgas

4. The sketch of the port of Burgas enclosed herewith as an appendix shows the following installations:
1. Flashing intermittent white light at the seaward extremity of the eastern mole.
  2. Flashing intermittent green port entrance light at the eastern mole.
  3. Fixed red port entrance light at the extremity of the southern breakwater.
  4. Naval guard post with a mounted machine gun.

CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

[illegible]

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 2 -

5. Pole with three lights--green, white and red (top to bottom). When shining, the lights indicate that the antisubmarine boom is closed.
6. Antisubmarine boom of the wire mesh type. Closed every day at sunset; during the day the boom is spread along the eastern mole.
7. Southern breakwater, approximately 600 meters long, two meters wide, and one meter above the water surface.
8. Oil berth, has an adjacent raft alongside which ships dock. To unload, a rubber hose line is passed from the raft to the ship; a steel pipeline leads from the raft to the breakwater. On the breakwater is a small 50X1-HUM wooden construction in which the pipe from the raft is joined to one 6-inch pipeline leading to the shore tanks. [redacted]  
[redacted] The gasoil shore tank has a capacity of 5,000 tons. Although only one pipeline was available, it is believed that regular gasoline is also unloaded at this location; after unloading, water is pumped through the pipe for three or four hours. The water depth at the berth is 18 feet.
9. Oil berth approximately 200 meters west of the berth described above. 50X1-HUM  
There is no wooden shed at the terminal of the pipeline at this berth.  
[redacted]  
[redacted] The water depth along this berth is not known, but is believed to be less than 18 feet.
10. Buoy indicating shallow water in the western part of the port.
11. Rough demarcation line of the shallow part of the port.
12. Buoy. Two unidentified wooden motor vessels of about 60 tons, armed with one machine gun forward, were moored to this buoy.
13. Two small unidentified LCT's were at this position.
14. Five motor vessels similar to those described in No. 12 above were at this position.
15. Position of two light antiaircraft guns. 50X1-HUM
16. Military barracks, details unknown.
17. Position of two jib cranes.
18. North quay. It was estimated that four cargo ships of about 4,000 tons could dock alongside this mole. [redacted] this quay was occupied mainly by two [redacted] ships which unloaded general cargo and loaded ore which was believed to be chrome. The berths were also occasionally occupied by two Bulgarian ships of 5,000-7,000 tons.
19. Northeast quay with berthing facilities for four ships. These berths were usually occupied by unidentified Soviet ships.

SECRET/CONTROL - U.S. OFFICIALS ONLY

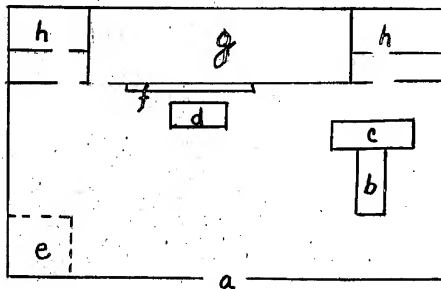
50X1-HUM

SECRET/CONTROL - U.S. OFFICIALS ONLY

50X1-HUM

- 3 -

20. Eastern mole approximately two meters above the sea surface. There were no berthing facilities along this mole.
21. Large stone warehouse.
22. Quay not in use.
23. Four warehouses for general cargo.
24. Customs house, a 3-story construction.
25. INFLOT (formerly DESPRED) building, a 2-story construction. The floor plan is as follows:



- a. Entrance
- b. Desk of the director, a certain Kokhumchiev.
- c. Desk of the assistant director, Kosta Marinov.
- d. Typist.
- e. Cashier.
- f. Coat rack
- g. Room (use not known).
- h. Rest rooms.

26. Small, destroyed jetty. Small coastal cargo-liners occasionally berth to the east and west of the jetty.
27. Port security office, a one-story construction occupied by the military commander of the port.
28. "Industrial Import" building, a new 2-story construction.
29. Three new 2-story buildings, use not known.
30. Navy yard gate.
31. Wall surrounding the port area.
32. Oil storage area; three tanks of various sizes.
33. Sports stadium.
34. Road bridge.

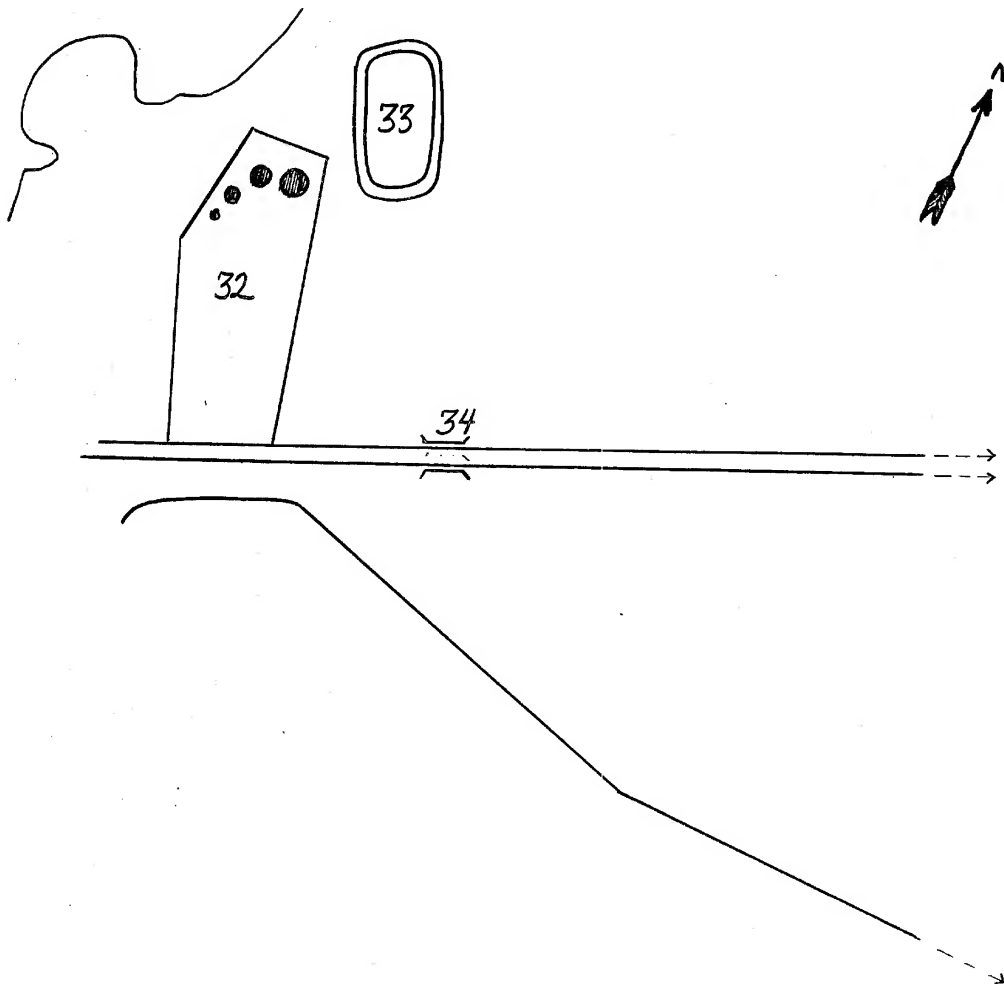
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 4 -



APPENDIX



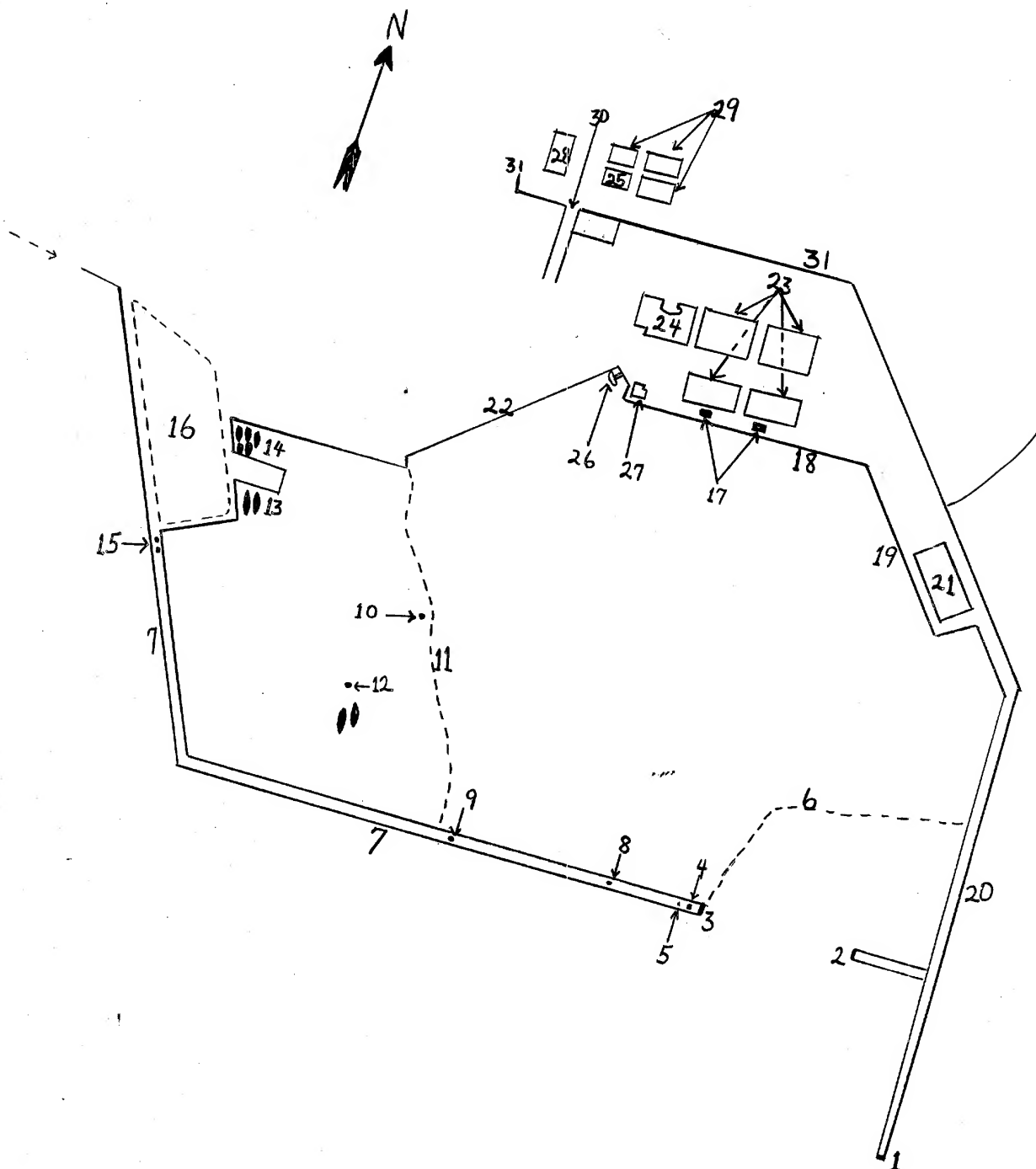
SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

- 5 -

APPENDIX

50X1-HUM



SECRET/CONTROL - U.S. OFFICIALS ONLY